U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Aveune, SW
Washington, DC 20202

NOV 5 2004

Robert Jacobson,
Program Manager, Airspace Systems Program
NASA Ames Research Center,
M/S 200-5, Moffett Field, CA 94035-1000

Dear Mr. Jacobson:

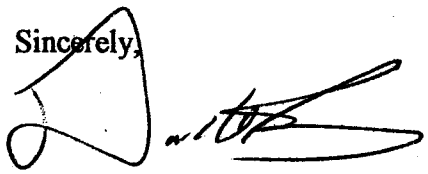
I wish to express my sincere appreciation for the collaborative research and development work by your NASA team to advance our understanding of reroute conformance monitoring. Your team's work with the Volpe's Enhanced Traffic Flow Management System (ETMS) Development Team resulted in the requirements and algorithms that will be incorporated into the Reroute Monitor capability in the next upcoming software release of the ETMS software.

Working collaboratively with our customers, we have enhanced our ability to quickly and efficiently reroute flights to avoid congested and/or constrained areas of airspace. This reroute capability offers substantial benefits to the airlines and other users of the National Airspace System. Our planned reroute strategies generally and often affect multiple air traffic control centers, terminal areas, airlines, and many flights. However, the issue has been just how, in real-time, can we know if the implementation of a system-wide reroute strategy is effective or if it is even being followed. The Reroute Monitor capability will effectively provide us some of the answers to these important questions.

Your team, lead by Dr. Banavar Sridhar and Dr. Shon Grabbe, through a general working agreement with the Department of Transportation's Volpe Center spurred the idea of building a conformance monitor using the Future Air Traffic Management Concepts Evaluation Tool simulation. It allowed the researchers to develop various concepts of conformance, algorithms, data collection, and detailed requirements to facilitate the implementation of conformance monitoring into the operational air traffic flow environment.

I look forward to continued collaboration with NASA in our research efforts for gaining a thorough understanding of the operational complexities and issues and coming up with practical, cost-effective solutions for improving traffic flow management.

Sincerely,



Daniel A. Gutwein
Acting Director, System Operations Programs

cc:
Dr. Thomas Edwards, Deputy Director for Aeronautics
Aeronautics Directorate (Code A),
NASA Ames Research Center
M/S 200-5, Moffett Field, CA 94035-1000

Ann E. Markman, Deputy Director, Office of Traffic and Operations Management
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